

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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The Work of a Wagenbuero

1. A Wagenbuero in an RBD has the task of having ready at the appointed time the necessary cars for consignors.
2. The distribution of work varies according to each Wagenbuero and is assigned locally. Each RBD has its special working methods; for instance in RBD Cottbus the procedure is as follows:
  - a. The Wagenbuero has a staff which includes the department chief, his deputy and eight agents (Disponent), plus three substitutes for relief duty. Each agent keeps accounts in his car order book for the type of cars for which he is responsible:
 

1st Agent (Disponent):	G, M, Gl, Gk-cars
2nd "	O, Om, K-cars
3rd "	R, S, Ss, Ssl, Ssy, Rry-cars
4th "	C-cars
5th "	Ks (tank) cars
6th "	Exchange of cars with other RBDs
7th "	Checker on turn-around time
8th "	Account and in charge of distribution
  - b. If the SCC orders a number of cars, the interpreter receives the order form two days prior to loading of the cars. On the order form, the date, assembly station of the consignor, the consignee station, and the number of cars required are listed.

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(Note: Washington Distribution Indicated By "X". Field Distribution By "#")

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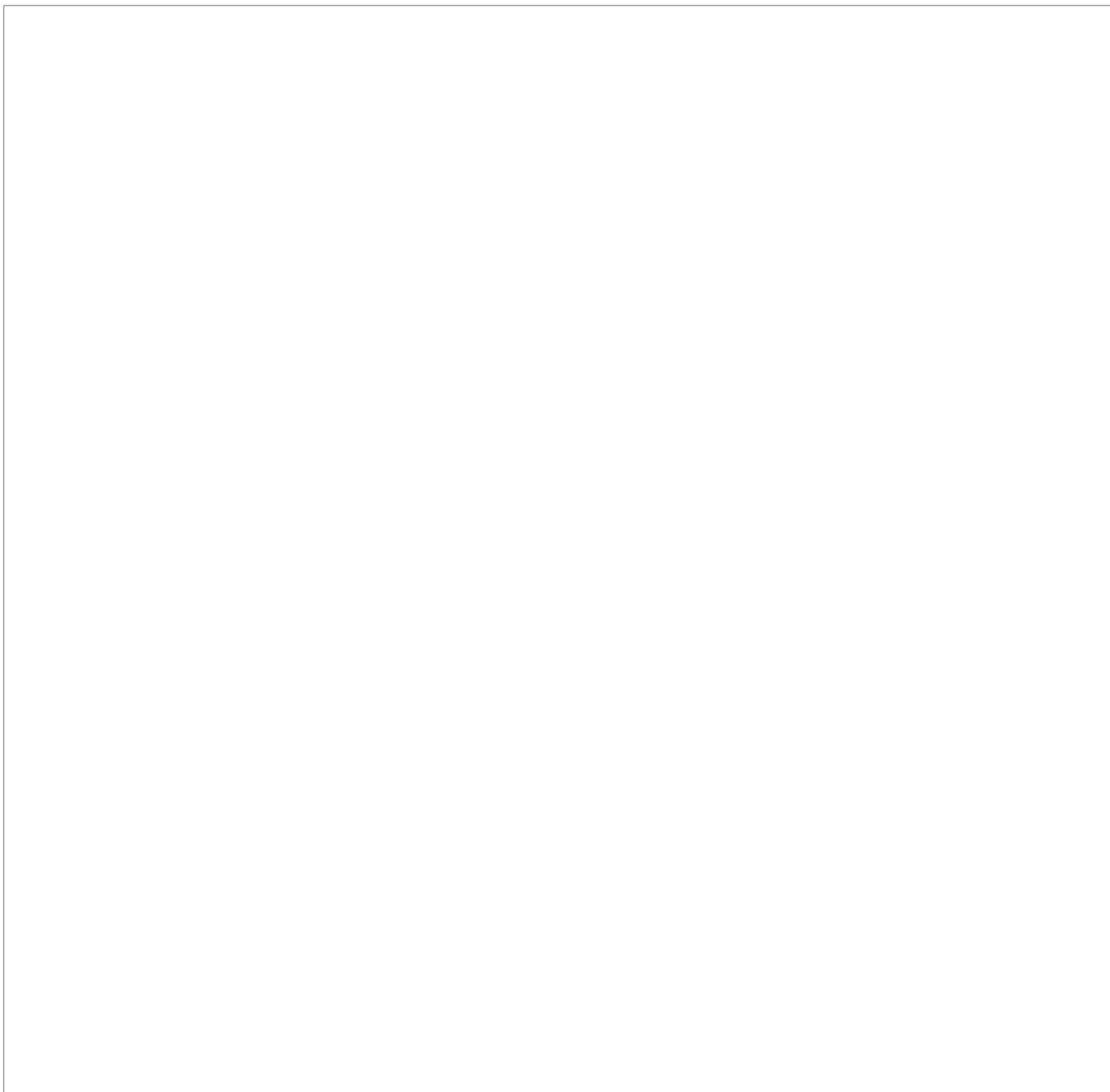


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- c. After each agent has entered the type of cars required in his individual book, the order form is forwarded to the interpreter who returns them to the VOSO office. The agents then make arrangements for obtaining the required cars and order the individual Betriebsstelle to see that the empty cars are made available to the correct stations at the right time. After the stations have confirmed that the cars have arrived and are ready and waiting to be loaded, the work of the Wagenbuero is ended; further handling is taken over by the Betriebsstellen.
- d. At times the SCC orders one or two cars more than is required. The Wagenbuero does not receive individual notice of unused cars, but stations report every 24 hours all cars which have not been used and are empty. The Wagenbuero then allots these cars to new orders. Every night at 0200 hours the Wagenbuero advises the Ministerium fuer Eisenbahnwesen of all empty cars available, also all orders received. Should there be more cars available in any one RBD than are required for the following 24 hours, the Ministerium fuer Eisenbahnwesen decides to which of the other RBDs they must be sent.

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3. Each RBD issues its own timetable. If a train leaves one RBD for another, the RBD which the train enters is responsible for the further running of the train. Therefore, it is not always possible to determine the final destination of the train from the telegram, but only where responsibility for the train is to be taken over by one RBD from another RBD.

Duties of a Frontier Train Dispatching Station (Zugabfertigung)

9. Frankfurt/Oder has the following independent offices, each one with its own chief (Dienstvorsteher) (DV); each one also has a deputy (DVV).
- a. Frankfurt/Oder - Passenger Station (Personen-Bahnhof)
  - b. Frankfurt/Oder - Marshalling and Shunting Yards (Verschiebebahnhof)
  - c. Frankfurt/Oder - Frontier Station (Grenzbahnhof) which is divided as follows:
    - (1) Train dispatcher service (Zugabfertigung) for incoming trains from the East (outgoing trains are handled by the marshalling and shunting yard) (Verschiebebahnhof).
    - (2) Interpreters.
    - (3) Customs.
    - (4) Freight accountants.
    - (5) Dispatch accountants.
    - (6) Representatives of the various DIAs.

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Frontier Station (Grenzbahnhof)

- VOSO

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